

Five-Year Plan
Fiscal Years 1999-2003
Airports Division
Northwest Mountain Region
[OCTOBER 1, 1998]

I. Introduction

This plan presents an outline of what this division must strive to accomplish in fiscal years 1999 - 2003. Most of the actions are familiar to all of us and many are in areas we have made significant progress. Nevertheless, it is important to document the plan, so we can all see and use it. All of the actions help us toward meeting the mission of the Airports organization, which is: "To provide the leadership and support necessary to plan, develop, and maintain a system of airports in the United States that safely, efficiently, economically, and environmentally meets the United States' needs to transport people and goods by air; and to foster the use of U.S. safety and uniform technical standards by airports throughout the world."

This plan is consistent with and builds on the many other efforts to define the FAA's objectives as they pertain to the Airports organization. This plan is based on the goals in the FAA's Strategic Plan, the Associate Administrator for Airports' Work Plan, and our own to improve the airports system. It should also allow us to better meet the requirements of the Government Performance and Results Act, which requires federal agencies to set goals and measure accomplishment toward those goals.

Like any plan, we must be prepared to make adjustments as conditions warrant. We are in a very dynamic business and must adapt to change. Our annual work plan will supplement this plan and provide the mechanism to focus on particular emphasis areas or otherwise adjust priorities, and the Regional Airport Plan (RAP) will guide our 5-year Airport Capital Improvement Plan (ACIP).

The four sections of the plan are program operations, program management initiatives, resource management and capital development. The relationship of this 5-year plan, our work plan, the RAP, and annual report are shown on Figure 1.

II. Program Operations: These are the routine programs the Airports organization manages or plays a key role in. We must do these, and do them well.

- a. Part 139 (certification)
- b. Airport Improvement Program (AIP) and Passenger Facility Charge Program (PFC)
- c. Master Plan/System Plan/Airport Layout Plan (ALP) reviews and approvals
- d. National Plan of Integrated Airport System (NPIAS)

- e. Airport Capital Improvement Plan (ACIP)
- f. Compliance activities, including necessary actions to assure proper use of airport revenue.
- g. Environmental approvals.
- h. Part 150 approvals.
- i. Airspace reviews.
- j. Advisory guidance to the public.

III. Program Management Initiatives: These are actions we have decided to take in the current and next 4 years. Their accomplishment will improve the airport system.

a. National Plan of Integrated Airport System - On an on-going basis, update and add new information in the NPIAS, relying on our assessment of need and information from master and system plans, and delete work items that have been started. Over a 5-year cycle, review all locations. Assure that 98 percent of population within the region has reasonable access to public-use airports.

b. Airport Layout Plans (ALP) - All ALP's should be current (normally no older than 5 years at commercial service and reliever airports). Currency to be determined by Airports District Office planners at other locations.

c. Passenger Facility Charge (PFC) - All PFC projects should be included in the ACIP. Planners/project managers consider all types of financial assistance (AIP, PFC, bonds, airport revenues, state/local funds) when discussing and preparing the CIP.

d. Regional Airport Plan (RAP) – Annually develop, coordinate, and publish RAP. Track accomplishments.

e. Airport Information Management Systems (AIMS) - Work with participating states (currently four) to bring AIMS to an operational status. Establish computer link to exchange information between the FAA and states via AIMS.

f. Internet/Intranet – Increase the use of Internet to provide information to customers (up-to-date Home Page), to input report information (e.g., PFC web site), and the Intranet as the primary source of program guidance within the division.

g. FAA Guidance – Develop and deploy methods to assure current FAA guidance is easily available to our employees and customers.

h. Land and Hold-short – At locations with approved LAHSO, conduct annual review of sponsor compliance with requirements.

IV. Resource Management: These are actions to improve our organization as a desirable place to work. It also is a recognition that we must prepare ourselves to fill various vacancies, including those in management, over the next 5 years.

- a. Be a model workplace.
- b. Maintain a 2-year training plan based on individual development plans of our employees.
- c. Reassess all vacancies to assure a need, and match skill requirements to the current program responsibilities.
- d. Use our 1997 survey results as a guide in day-to-day operations, and implement the Action Plan items.
- e. Continually review automation needs (automation committee); but consider costs, training, and work force productivity, before implementing systems.

V. Capital Development Initiatives: These are specific emphasis areas, many of which are addressed in detail in the April 1998 RAP. Several items are added which will be included in subsequent RAP's. The initiatives are spelled out in the same order as the RAP. New items are noted.

a. Safety

(1) Safety Areas

(a) Runway ends should meet safety area standards at primary, commercial service, and general aviation airports with 100 or greater based aircraft.

(b) At airports not covered in (a) above, safety area standards should be met when there is a major pavement project on subject runway.

(2) Congressional High-Priority Improvements. Satisfy all airports-related, congressional high-priority development items, unless justification is documented, by the year 2002.

(3) Reduce Wildlife Incursions. Complete mitigation measures at airports identified as high risk by the year 2001.

(4) Line of Sight. Correct line of sight deficiencies (both vertical and runway visibility zones) when doing major runway work at commercial service airports with a less than full-time airport traffic control tower.

(5) Runway Vehicular Crossings. Service roads constructed to eliminate/minimize vehicles crossing runways.

b. Environment

(1) Noise. Acquire or soundproof 50 percent of residences/public buildings in areas of greater than 65 day-night noise level (DNL) at locations with approved Part 150 programs by 2003. At other noise-impacted locations, encourage sponsor to undertake a Part 150 noise study.

(2) Water Quality. Plan and construct facilities to provide environmentally acceptable deicing operations at large, medium, and small hub locations. (Not in RAP).

c. Capacity

(1) Capacity Strategic Focus Initiatives. Work with sponsors and other FAA divisions to maintain current status and carry out Airports' element of initiatives.

(2) Global Position System (GPS). Define and support airport development needed to carry out an FAA GPS program (locations to be named in RAP).

d. Pavement Rehabilitation

(1) Pavement Condition Index (PCI). Rely on PCI as the standard for defining pavement condition, and the basis for federal financial assistance decisions.

(2) Runways/Taxiways/Aprons. Work with airports to assure that pavements are serviceable. Priority consideration for AIP discretionary assistance directed to runways, then taxiways.

e. Special Emphasis Needs. These are important/critical projects requiring high-level support (financial, or staff resources) to meet system objectives. Locations on this list will be revalidated each year in the RAP. Once a project has been initiated to meet the special need, it will be deleted from this list. However, work on the project is expected to be continued until completed.

f. Security (new – not in 1998 RAP).

(1) Work with the Security Division and airport sponsors to identify year 2000 (Y2K) deficiencies in airport security systems. Determine most appropriate financial assistance (PFC, entitlements, discretionary, local funds) to assure system operation.

(2) Work with Security Division to identify necessary security system upgrades over the next 5 years, and incorporate into ACIP, as needed.

REMEMBER OUR MISSION AND PROVIDE OUTSTANDING CUSTOMER SERVICE